

**FIVE DOLLARS
PER QUARTER**

Sydney.

FOR PORT DARWIN, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.
(Taking Cargo at through rates for ADELAIDE, all NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and Fiji.)

THE Steamship

"CASSANDRA"
will be despatched as above, on or about the 16th September.

For Freight or Passage, apply to
GEOR. R. STEVENS & Co.
Hongkong, 1st September, 1882. [600]

FOR VICTORIA, B. C.

THE American Ship

"ELLA S. THAYER,"
Davis, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 19th August, 1882. [576]

FOR VICTORIA, B. C.

THE 3/3 L. L. 1. American Ship

"INVINCIBLE"
Strickland, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 14th September, 1882. [542]

FOR SAN FRANCISCO.
THE 100 A. J. British Ship

"ROCKHURST"
 Bulford, Master, will load here for the above Port, and will have quick despatch.
 For Freight, apply to
RUSSELL & Co.
 Hongkong, 14th September, 1882. [52]

FOR SAN FRANCISCO.
THE 3/3 L. 1. 1. American Bark
"P. J. CARLETON,
 Amshury, Master, will load here for the above Port, and will have quick despatch.
 For Freight, apply to
RUSSELL & Co.
 Hongkong, 3rd August, 1882. [54]

FOR NEW-YORK.
THE 3/3 L. 1. 1. American Bark
"MABEL,"
 Snow, Master, will load here for the above Port, and will have quick despatch.
 For Freight, apply to
RUSSELL & Co.
 Hongkong, 11th August, 1882. [56]

THE 3/3 L. I. I. American Bark
"PAUL JONES"
Gerrish, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 11th August, 1892. [S]

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"SEA WITCH,"
Drew, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 19th August, 1892. [U]

FOR NEW YORK.

THE 3/3 L. I. I. American Bark
"SARAH S. RIDGWAY,"
Townsend, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

Hongkong, 14th September, 1882.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND
EUROPE,
VIA
THE OVERLAND RAILWAYS
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"ARABIC,"
will be despatched for San Francisco, & Yokohama, on **THURSDAY**, the 28th September, at Noon. To be followed by the Steamship "OCEANIC" on **WEDNESDAY**, the 5th October, at Noon.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

ALL PARCEL PACKAGES should be marked

address in full, and same will be received at the Company's Office until FIVE P.M. the day of return to sailing.

RETURN PASSAGES—Passengers who have paid full fare, re-embarking at San Francisco for China or Japan, (or *vice versa*) within six months, will be allowed a discount of 25 per cent. on Return Fare. Passengers who have paid one year's allowance of, or ten per cent. will be made from Return Fare. Pre-Paid Return Passage Order, available for one year, will be issued at a Discount of 25 per cent. on Return Fare. *These allowances do not apply to Return fares from China and Japan to Europe.*

Consular Invoices to accompany Overland Mexican, Central, and South American Cargo should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight Passages, apply to the Company, 40, The Commercial, No. 504, Queen's Road Central, HONG KONG.

P. E. FOSTER,
7 Agent.

Hongkong, 4th September, 1882.

HONGKONG TELEGRAPH

SPECIAL ADVERTISEMENT SHEET

SATURDAY, SEPTEMBER 15, 1882, NOON.

To-day's News.

TELEGRAMS.

LONDON, 14th September.

THE WAR IN EGYPT.

RETREAT OF THE EGYPTIANS.

The Egyptian Army is thoroughly demoralised, and is retreating rapidly towards the desert with the British cavalry in close pursuit.

THE ESTIMATED LOSSES.

The loss sustained by the Egyptians in the Tel-el-kebir engagement is estimated at about 2,000 men, killed and wounded. The British lost 200 men.

THE TURKISH MILITARY CONVENTION.

It is now stated that the announcement of the Turkish Military Convention having been signed was premature.

RESULT OF THE ST. LEGER.

Lord Falmouth's br. f. Dutch Oven, by Dutch Skater—Cantimbre.....(F. Archer).
Lord Stanford's br. f. Gethimiss, by Rosicrucian—Nameless.....(T. Cannon).
Duke of Westminster's ch. f. Shotover, by Hermit—Stray Shot.....(C. Wood).

MEMOS. FOR TO-DAY.

The *Kwangtung* leaves for Hoihow, at noon.

The *White Cloud* leaves for Macao, at 2 p.m.

The *Ingeborg* leaves for Manila, at 2 p.m.

The steamships *Moray* and *Pavo* leave for Singapore, at 3 o'clock.

The *Dukhara* leaves for Shanghai, at 4 o'clock.

"Tourists" performance at the City Hall, at 9 o'clock.

Thales leaves for Coast Ports, at daylight, tomorrow.

To-day's Advertisements.

FOR MANILA.

THE Steamship

"INGEBORG."

Captain Henry, will be despatched for the above Port, TO-DAY, the 16th instant, at Two P.M. For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 14th September, 1882. [625]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"PAXO."

Captain R. Clasper, will be despatched for the above Ports, TO-DAY, the 16th instant, at THREE P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 9th September, 1882. [615]

PUBLIC AUCTION.

THE Undersigned will Sell, by instructions received from the MORTGAGEE to Sell, by Public Auction,

TO-DAY,

the 16th day of September, 1882, at THREE P.M., on the Premises,

ALL those PIECES or PARCELS of GROUND, Registered in the Land Office as SUB-SECTIONS B and C of SECTION F of INLAND LOT No. 103, measuring on North and South sides 281 feet, on the East and West sides 30 feet. Together with the 2 HOUSES in Queen's Road Central, Nos. 251 and 253.

For Further Particulars and Conditions of Sale, apply to

J. M. GUEDES, Auctioneer.

Hongkong, 1st September, 1882. [604]

THEATRE ROYAL

CITY HALL, HONGKONG.

A HIT, A HIT, A PALPABLE HIT.

INSTANTANEOUS SUCCESS

OF THE

TOURISTS

IN THEIR UNIQUE

VAUDEVILLE DRAWING ROOM

ENTERTAINMENT.

THE ABOVE COMPANY WILL GIVE THEIR FINAL PERFORMANCE

THIS (SATURDAY) EVENING,

SEPTEMBER 16TH,

When will be presented

AN ENTIRE CHANGE OF PROGRAMME.

PRICES OF ADMISSION—\$1.00 and \$1.00. Soldiers and Sailors in uniform Half-price.

Reserved Seats and plan to be seen at Messrs. KELLY & WALSH's, where Tickets can be obtained.

Doors open at 8.30. Performance at 9 sharp.

ED. GLOVER, Business Manager.

Hongkong, 14th September, 1882. [618]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS'

MERCHANT NAVY

NAVY BOILED

LONG FLAX

CROW'S

ARNHOLD, KARBURG & Co.

Hongkong, 14th June, 1881. [458]

A. S. WATSON & CO.

SUMMER REQUISITES.

PRICKLY HEAT LOTION.

CARBOLIC SOAP.

BATH BRUSHES AND GLOVES.

CARBOLIC DISINFECTANTS.

SELECT ZOOGENES.

EYE PROTECTORS.

EAR PLUGS.

FOR USE IN BATHING.

FRUIT SYRUPS.

VIN-SANTE.

FELLOW'S SYRUP.

OSGOOD'S INDIAN CHOLAGOGUE.

A. S. WATSON & Co.,

CHEMISTS, DRUGGISTS

AND

AERATED WATERS.

MANUFACTURERS.

HONGKONG DISPENSARY,

HONGKONG.

ESTABLISHED 1841. [431]

CHIE NAM.

GOLD AND SILVERSMITH,

WATCH MAKER

AND

ENGRAVER.

WATCHES CLEANED AND REPAIRED

ON MODERATE TERMS.

ALL WORK GUARANTEED.

JEWELRY MADE AND REPAIRED.

No. 72, WELLINGTON STREET,

HONGKONG.

Hongkong, 6th April, 1882. [214]

TOK KEE.

COAL MERCHANT,

18, WING SING LANE, HONGKONG.

KEEPS on hand for Sale all kinds of STEAM

COAL of the best quality, at moderate

rates; also has always Powerful Steam Launches

for Hire at a Reasonable Charge, either for

special Purposes, Excursions, or Towing.

Hongkong, 13th April, 1882. [234]

S Z HING.

TAILOR.

DEALER in all kinds of Drapery, Silk Hand-

kerchiefs, Embroidered Shawls, &c., &c.

HAT AND CAP MAKER.

Ladies material made up, and a perfect Fit Guar-

anteed at Moderate Charges.

MATTING AND MANILA CIGARS,

FOR SALE.

No. 76, WELLINGTON STREET,

HONGKONG.

Hongkong, 12th April, 1882. [228]

W A H L O O N G,

ESTABLISHED 1865.

GOLD AND SILVER SMITH AND

JEWELLER.

DEALER IN

PONCEE Silk Dresses, Crap Shawls, Gauzes,

Ivory, and Lacquered Ware, Mattings,

&c., &c. Porcelain, Fans, Curios, Bristles,

Human Hair, and specially Selected Feathers

always on hand at Moderate Prices, quality

guaranteed.

No. 62, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 2nd June, 1882. [399]

SUN SHING.

DEALER IN SILKS.

CANTON and Shanghai Gauzes, Crap Shawls,

Lacquered and Ivory Wares, Curios, &c.,

&c., &c. The best house in the trade for high

class Goods. GOLD and SILVER JEWELRY

of the most artistic designs, Engraving on Stamps,

Seals, &c., &c. The public and Travellers are

invited to inspect the show rooms.

No. 62, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 1st May, 1882. [298]

WING TY LOONG.

HAS FOR SALE.

PRIME Mass Pork and Beef, 200lbs. in Barrel.

Boiled and Roast Beef and Mutton, Soup

and Bouilli, American Ham, Bacon, Codfish,

Cracked Wheat, Hominy, fresh white and red

Beans, Assorted Fruits and Soups, Ham Sau-

sages, Salmon Bellies, Mackerell, Sheep Tongues,

Choice Tripe, Caviar, Clam Chowder, Lobsters,

Oysters, Corn Meal, and every description of

Olimen's stores at moderate prices.

No. 39, HING LOONG STREET.

Hongkong, 1st May, 1882. [299]

LING SHING.

ROOT AND SHOE MAKER,

No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE.

Materials and Workmanship Guaranteed.

Special experience in making Gentlemen's

RIDING BOOTS.

Hongkong, 4th April, 1882. [207]

A H O Y.

HOV LEE.

MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentle-

men's Scarves, Collars, Ties, Socks, Hats,

&c., &c. Dealer in Chinese Silks of all kinds,

Hemstool Blinds, Mattings of every Manufacture,

China Teapots in bamboo covers, Rattan Chairs,

Silk Coats, &c. Speciality: a perfect fit and best

material guaranteed.

No. 113, QUEEN'S ROAD CENTRAL,

Hongkong, 16th May, 1882. [347]

NOTICE.

THE Undersigned has all kinds of House and

Ship COAL for Sale in large or small

quantities at Moderate Prices; Strong and Com-

modious small steamers on hire for towing and

purposes, Excursions, &c., &c. CHEAPER than any

other House in the Trade.

Apply to

HING LEE,

37, Tung Man Lane.

Hongkong, 12th April, 1882. [247]

COMMERCIAL.

THIS DAY.

Business is very dull in the money market.

Banks are on offer at quotation for 100 days

and 134 for end of October. The business in

this stock has come under our notice.

Docks have been negotiated at 5 per cent.

premium for October 31st. A small

sale of Steamboats has been reported at

33 premium. China Sugar is on offer

at quotation. No other stocks require spe-

cial mention.

SHARES.

Hongkong and Shanghai Bank—130 per cent.

premium.

Union Insurance Society of Canton—\$1,600 per

share, buyers.

China Traders' Insurance Company—\$1,500

per share, sellers.

North China Insurance—Tls. 1,225 per share.

Canton Insurance Company, Limited—\$80 per

share.

Yangtze Insurance Association—Tls. 850 per

share.

Chinese Insurance Company—\$355 per share,

buyers.

On Tai Insurance Company, Limited—Tls. 150

per share.

Hongkong Fire Insurance Company—\$1030 per

share, sales.

China Fire Insurance Company—\$3224 per share,

sales.

Hongkong and Whampoa Dock Company—\$24

per cent. premium, ex div.

Hongkong, Canton and Macao Steamboat Co.

—\$32 per share premium.

Hongkong Gas Company—\$85 per share.

Hongkong Hotel Company—\$107 per share,

sellers.

Indo-China Steam Navigation Company, Li-

mited—par. sales.

China Sugar Refining Company, Limited—\$198

per share, sellers.

China Sugar Refining Company (Debtentures)—3

per cent. premium.

Luzon Sugar Refining Company, Limited—\$120

per share.

Hongkong Ice Company—\$145 per share, buyers.

Hongkong and China Bakery Company, Limited

—\$60 per share.

Chinese Imperial Loan of 1878—14 per cent. prem.

ex int.

Chinese Imperial Loan of 1881—24 per cent. prem.

ex int.

Chinese Imperial Loan of 1881—24 per cent. prem.

ex int.

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ex int.

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Chinese Imperial Loan of 1881—24 per cent. prem.

ex int.

Chinese Imperial Loan of 1881—24 per cent. prem.

ex int.

Chinese Imperial Loan of 1881—24 per cent. prem

The Hongkong Telegraph.

No. 202.

SATURDAY, SEPTEMBER 16, 1882.

FIVE DOLLARS
PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.
NEWS AGENCY
DEPARTMENT.

THE NEW LIST FOR
NEWSPAPERS AND
PERIODICALS FOR 1883,
IS NOW READY AND
WILL BE SENT ON
APPLICATION.

**SUTTON'S VEGETABLE &
FLOWER SEEDS.**
JUST RECEIVED.

PLEASE APPLY FOR
CATALOGUE OF
THIS SEASON'S
VARIETY.

PARCEL EXPRESS
AGENCY.

IN CONNECTION WITH
WHEATLEY & Co., LONDON,
PACKAGES FORWARDED TO
LONDON BY EACH P. & O.
MAIL AND DELIVERED
TO ANY ADDRESS IN THE
UNITED KINGDOM.
LANE, CRAWFORD & Co.
Hongkong, 28th August, 1882. [296]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).
CAPITAL TAELS 600,000, EQUAL \$833,333.33.
RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.
LEE SING, Esq., CHU YAT LAU, Esq.,
LO YEOK MOON, Esq., CHU CHIK NUNG, Esq.

MANAGER.—HO AMEL.
MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 1st September, 1882. [601]

THE CITY OF LONDON FIRE INSURANCE
COMPANY, LIMITED.
CAPITAL £3,000,000; PAID-UP £200,000.
PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [105]

THE Undersigned have been appointed
AGENTS for THE NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBURG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.
Agents,
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [457]

NOTICE.
THE MAN ON INSURANCE COMPANY,
LIMITED.
(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1882. [81]

YANGTSE INSURANCE
ASSOCIATION.
CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL AND
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553.95

DIRECTORS.
H. DE C. FORBES, Esq., Chairman.
J. H. FIMCKOVSS, Esq., WM. MEYERINK, Esq.,
A. J. M. INVERARY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARRING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all
parts of the world.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
Underwriting BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 13th May, 1882. [53]

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.
CAPITAL, £1,000,000 (One Million Sterling).
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT FIRE and MARINE RISKS at Current
Rates, allowing usual discounts.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [164]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on
MONDAY,

the 18th September, 1882, at TWO P.M., on the
Premises,—

By ORDER OF THE MORTGAGEE.
ALL that PIECE or PARCEL of GROUND
Registered in the Land Office as SECTION
A of INLAND LOT No. 102. Together
with the HOUSES No. 104, Jervois Street,
and Nos. 12, 14, and 16, Cleverly Street.

Particulars, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 13th September, 1882. [623]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on
WEDNESDAY,

the 20th day of September, 1882, at THREE P.M.,
on the Premises,—

ALL that PIECE or PARCEL of GROUND
Registered in the Land Office as SUB-
SECTION No. 3 of SECTION A of
MARINE LOT No. 97, measuring North
and South sides 64 feet, East and West
sides 50 feet. Together with the 4 HOUSES
in Queen's Road West, Nos. 309, 311, 313,
and 315. Yearly Crown Rent £7.6.1.

Particulars, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 13th September, 1882. [624]

To be Let.

TO LET.

NO. 4, OLD BAILEY STREET,
No. 9, SEYMOUR TERRACE,
Nos. 2 AND 4, PEDDARS HILL,
No. 6, QUEEN'S ROAD CENTRAL, lately
occupied by PACIFIC MAIL STEAMSHIP
COMPANY.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 24th July, 1882. [74]

TO BE LET,

(WITH POSSESSION ON 1ST OF OCTOBER NEXT.)
THAT LARGE AND COMMODIOUS
HOUSE, No. 14, Arbuthnot Road, at
present in the occupation of DR. FISHER.

Apply to
J. A. DE CARVALHO.
Hongkong, 31st August, 1882. [596]

STORAGE.

THE Undersigned are prepared to take Goods
on STORAGE at their GODOWNS. En-
trance from Praya and Queen's Road Central.
TERMS MODERATE.

Apply to
ROSE & Co.,
31 and 33, Queen's Road.
Hongkong, 30th June, 1882. [266]

For Sale.

FOR SALE.

ON BOARD of the British Steamer
"CAIRNSHUIR,"
FOR ACCOUNT OF WHOM IT MAY CONCERN.
6 VENTILATORS.
2 STEAM BOILERS for Cooking, with House
and Pipe.

1 COOK HOUSES with Boilers.
1 COOK HOUSE.
1 WATER CLOSETS.
1 BOOBY HATCHES.
1 DECK HOUSES.

10 Casks BEEF and PORK.
27 WATER CASKS.
7 HOLD LADDERS.
24 BASKETS.

A Quantity of WOOD comprising Lower Deck
and Bunks and Fittings of Two Decks.
3 Small BOOBY HATCHES.

Apply ON BOARD.
Hongkong, 12th September, 1882. [622]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.
QUARTS.....\$22 per Case.
PINTS.....\$23 per Case.

Apply to
MELCHERS & Co.
Hongkong, 2nd March, 1882. [132]

THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE.

CIGARS of all Brands, Imperiales Caballeros,
Vegueros, Regalias, Londres, Nuevo Ha-
banos of all makes quality guaranteed. Tobaccos
of all Brands, at moderate prices. Fancy Goods
from the Parisian markets, Meerschaum Pipes,
Jewellery of Choice Designs. Sun Hats, &c., &c.;
Commissions Executed.

JOSE M. BASA.
No. 51, B, QUEEN'S ROAD, CENTRAL.
Hongkong, 1st May, 1882. [297]

AFONG.

PHOTOGRAPHER.
HAS
A LARGER COLLECTION OF VIEWS
THAN ANY OTHER IN CHINA.

MINIATURES PAINTED ON IVORY
FROM.....\$7.00.
OIL PAINTINGS ON CANVAS
FROM.....\$5.00.

Cartes de Visite, Cabinet, and all other Styles
of Portraits at equally moderate prices
executed under the supervision and
management of
D. K. GRIFFITH.
Studio 1, Queen's Road. [150]

Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.
ON AND AFTER
MONDAY,
SEPTEMBER 17TH, 1882.

WE SHALL HOLD OUR HALF-YEARLY CLEARANCE SALE
OF
SURPLUS SUMMER STOCK OF DRESSES, SILKS, REMNANTS,
&c., &c., &c.

IN ADDITION WE SHALL
SHOW SOME VERY CHEAP LINES IN AUTUMN
DRESS MATERIALS, SHETLAND WOOL SHAWLS, LADIES' BOOTS AND SHOES,
&c., &c., &c.
IMPORTED EX RECENT ARRIVALS.

A LIBERAL CASH DISCOUNT.
SAYLE & CO.
VICTORIA EXCHANGE, HONGKONG.
Hongkong, 2nd September, 1882. [79]

For Sale.

KELLY & WALSH'S
SECOND LIST OF STANDARD WORKS
AND POPULAR NOVELS
AT
TWENTY-FIVE
CENTS EACH.

The Rule of the Monk.....General Garibaldi.
Hera Worship.....Thomas Carlyle.
John Inglesant (the Novel which has produced
a great sensation in England).....Charles Dickens.
The Innocents Abroad.....Mark Twain.
Pickwick Papers.....W. M. Thackeray.
Cesar, a Sketch.....J. A. Froude.
My Love.....Mrs. E. Lynn Linton.
Alfaro and Ashore.....Feminine Cooper.
Daniel Deronda.....George Eliot.
Macleod of Dare.....Wm. Black.
Robert Falconer.....Geo. MacDonald.
On Horseback through Asia Minor.....Capt. Burnaby.
Jack Hinton.....Charles Lever.
Felix Holt.....George Eliot.
Miss Mackenzie.....Anthony Trollope.
The Seamy Side.....Besant and Rice.
Iris.....Mrs. Randolph.
Spinoza.....Berthold Auerbach.
Bramblethighs of Bishop's Folly.....Chas. Lever.
Olive.....Miss Mulock.
Strathmore.....Quida.
Held in Bondage.....Quida.
Folle Farine.....Quida.
Barbara's History.....Amelia B. Edwards.
Harold Tracy.....J. F. Smith.
The Fretes.....Mrs. Alexander.
The Emperor.....George Elbers.
My Marriage.....Anthony Trollope.
The Vicar's Daughter.....L. R. Comfort.
Wild and Wilful.....L. R. Comfort.
Could Aught Atonc.....Jane Porter.
The Scottish Chiefs, (2 parts).....Jane Porter.
The Martyrdom of Madeline.....Robt. Buchanan.
The Duke's Children.....Anthony Trollope.
Sweet Nineteen.....F. W. Robinson.
On the Heights.....Berthold Auerbach.
Castle and Town.....Francis Mary Peard.
Stern Necessity.....F. W. Robinson.
Craddock's Venture, (2 parts).....R. D. Blackmore.
A Harvest of Villains.....Mary Cecil Hay.
The Harvest of Villains.....Florence Maryatt.
No Man's Friend.....F. W. Robinson.
Paul Faber, Surgeon.....Geo. MacDonald.
Alice Bridges of Norfolk.....Andrew Reed.
Noblesse Oblige.....Mrs. J. K. Spender.
Till Death us do Part.....Helen Mathers.
My Lady Green Sleeves.....Mrs. Alexander.
The Wooing O'T.....Holme Lee.
Life and Adventures of Davy Crockett.....Charles Reade.
The Beautiful Miss Barrington.....D. Christie Murray.
Joseph's Coat.....R. E. Francillon.
Repeated at Leisure.....Miss Yonge.
Unknown to History.....G. P. R. James.
Richelieu.....Mrs. Edwards.
Archie Lovell.....May Laffan.
The Honorable Miss Ferrard.....Bulwer Lytton.
The Caxtons.....Lady Duffus Hardy.
The White Fields of France.....Miss Mulock.
Glencairn.....Florence Montgomery.
A Brave Lady.....F. W. Robinson.
Thrown Together.....F. Du Boisgobey.
Her Face was her Fortune.....Chas. Gibbon.
The Robbery of the Orphan.....G. O. Trevelyan, M.P.
The Lines of Yarrow.....Anna Letitia Barbauld.
Life of Chas. J. Fox.....Doctor L'Estrange.

THE "GEE CHEONG" COMPANY.
NOTICE.
THE "GEE CHEONG" COMPANY.
NOTICE is hereby given, that D. JOAQUIM
BARRERA, LIM JAP, CHOY LIN
SENG, LIM GIEK THOR, LUM HUM LUI,
and CHUI KONG TEANG, are PARTNERS
in the "GEE CHEONG" COMPANY, and
Trading as MERCHANTS, at No. 60, Bonham
Strand.

JOAQUIM BARRERA LIM JAP.
Hongkong, 12th September, 1882. [620]

Intimations.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND
OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.

SOLE AGENTS
for Louis Audemars' Watches; awarded the
highest Prizes at every Exhibition; and
for Volstead and Solm's
CELEBRATED OPERA GLASSES, MARINE
GLASSES, AND SPYGLASSES.
No. 38, QUEEN'S ROAD CENTRAL [447]

STAG HOTEL.
QUEEN'S ROAD CENTRAL.
GOOD ACCOMMODATION FOR VISITORS
ENGLISH & AMERICAN BILLIARDS.
Tiffin at One o'clock, Dinner at 7.30.
This Hotel is most centrally situated and
within easy distance of the principal landing
places.

J. COOK, Proprietor.
WILLIAM SCHMIDT & CO.
GUNMAKERS & AMMUNITION
DEALERS.
BEACONSFIELD ARCADE.
Arms, Ammunitions, and Requisites of
every description.
Arms Repaired, Cleaned, or Converted at
moderate charges.
Sporting Guns and Ammunition always
on hand. [28]

INTERNATIONAL
NOVELTY COMPANY.
KOOLANGSOO, AMOY, (CHINA)
IMPORTERS OF EUROPEAN
AND
AMERICAN NOVELTIES.
EMILE PFANKUCHEN,
Manager.
Amoy, 22nd August, 1882. [527]

HAIR DRESSING SALOON
HONGKONG HOTEL.
W. P. MOORE begs to inform the Gentle-
men of Hongkong and Visitors that he
has reduced the price of Hair-Cutting to 50 cents.
Having now in his employ three competent As-
sistants who are always in attendance, he guar-
antees to execute the class of work, in all its
branches, with a perfection which cannot be ex-
ceeded in any part of the World.

Hair-Cutting.....50 Cents.
Shampooing.....25 Cents.
Shaving.....25 Cents.
Trimming Beards.....25 Cents.

MONTHLY CUSTOMERS TAKEN AT REDUCED
RATES.
RAZORS MOST CAREFULLY RE-SET.
Mr. MOORE begs to recommend his
GOGO SHAMPOO WASH
to the public as unrivalled by any prepara-
tion ever produced for promoting the growth
of the hair. The basis of this compound is
made of soap root; the natives of the Philip-
pine Islands never use anything else for
washing their hair; they are never found bald,
and it is quite common to see the females with
hair from 5 to 6 feet long. By constantly using
this Shampoo Wash as directed, you will
NEVER BE BALD.

The proprietor offers the Wash to the public
entirely confident that by its restorative pro-
perties it will without fail arrest decaying
hair. It completely eradicates scurf, dandruff,
and cures all diseases of the scalp. It does not
contain any poisonous drugs. By its cooling
properties it always the itching and fever of the
scalp, which is the great cause of people losing
their hair.

Mr. MOORE has succeeded in being able to
put this wash up in bottles without allowing it to
ferment, and he will guarantee it to keep any
length of time in any climate. [516]

Amusements.

THEATRE ROYAL
CITY HALL, HONGKONG.

M. R. D'ORSAY OGDEN
has the honour to announce that
prior to his departure from
Hongkong he will give a
GRAND FAREWELL PERFORMANCE
AT THE
THEATRE ROYAL, CITY HALL,
ON
TUESDAY EVENING,
THE 19TH SEPTEMBER, 1882.

FOR THE BENEFIT OF THE
"HONGKONG TELEGRAPH"
EXPENSES FUND
(IN CONNECTION WITH THE
BANDMANN LIBEL CASE)
when will be produced
CHARLES SEDBY'S POPULAR MUSICAL INTERLUDE
"THE BONNIE FISH WIFE"
AND
CHARLES DANCE'S FAMOUS COMEDY
"DELICATE GROUND"
OR
"PARIS IN 1793."

"The Prisoner Within the Bars" will appear
in both pieces.
Seats may be booked at Messrs. KELLY &
WALSH'S, where a plan of the Theatre is now on
view.

ADMISSION:
Dress Circle.....\$2.00.
Reserved Seats.....\$1.00.
Unreserved Seats.....\$1.00.

Doors open at 8.30. To commence at NINE
sharp.
Hongkong, 11th September, 1882.

Intimations.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the UNION INSURANCE SOCIETY OF
CANTON will be held at the Company's Office
Hongkong, on MONDAY, the 18th day of
September, 1882, at THREE O'CLOCK in the
AFTERNOON, when the subjoined resolution will
be proposed.

RESOLUTION:
That this Company, now registered under the
Companies Ordinance No. 1 of 1865 as an un-
limited Company, be registered under the Com-
panies Ordinances No. 1 of 1865 to 1881 as a
Company Limited by shares.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Dated Hongkong, 30th day of August, 1882.

HONGKONG & WHAMPOA DOCK
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS are
requested to send in a Statement of
BUSINESS Contributed during the half-year
ended 30th June, 1882, on or before 30th
September, on which date the Accounts will be
CLOSED.

By Order of the Board of Directors,
R. COOKE,
Acting Secretary.
Hongkong, 28th August, 1882. [590]

J. M. G. U. E. D. S.
HOUSE AND LAND BROKER,
AUCTIONEER AND COMMISSION AGENT.
No. 33, WELLINGTON STREET,
HONGKONG.
Hongkong, 23rd January, 1882. [62]

HONGKONG TIMBER YARD,
WANCHAI.
OREGON PINE SPARS AND LUMBER
ALWAYS ON HAND.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881. [495]

DE SOUZA & CO.
PRINTERS, STATIONERS, AND
BOOKBINDERS.
D'AGUILAR STREET.
EVERY KIND OF WORK EXECUTED WITH
ACCURACY, NEATNESS, AND DESPATCH
ON
VERY MODERATE TERMS.
SELECTED MATERIALS FOR
MARKET REPORTS.
Book-binding and Ruling in every style executed
at low rates. Workmanship Guaranteed.
Hongkong, 23rd August, 1882. [582]

Consignees.

**OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.**
NOTICE.
CONSIGNEES of Cargo per Steamship
"ARABIC"
from San Francisco, &c., are hereby requested to
send in their Bills of Lading for Countersignature
and to take immediate delivery of their
Goods.

Cargo impeding discharge of the Steamer, will
be landed and stored at Consignees' risk and
expense.
F. E. FOSTER,
Agent.
Hongkong, 12th September, 1882.

Shipping.

FOR PORT DARWIN, COOKTOWN,
TOWNSVILLE, BRISBANE, SYDNEY
AND MELBOURNE.
(Taking Cargo at through rates for ADELAIDE,
all NEW ZEALAND and TASMANIAN PORTS,
NEW CALEDONIA and FIJI.)

THE Steamship
"CASSANDRA,"
will be despatched as above, on or about the
16th September.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, 1st September, 1882. [600]

FOR VICTORIA, B. C.
THE American Ship
"ELLA S. THAYER,"
Davis, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 19th August, 1882. [576]

FOR VICTORIA, B. C.
THE 3/3 L. I. American Ship
"INVINCIBLE,"
Strickland, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 14th September, 1882. [627]

FOR SAN FRANCISCO.
THE 100 A. 1 British Ship
"ROCKHURST,"
Bulford, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 14th September, 1882. [626]

FOR SAN FRANCISCO.
THE 3/3 L. I. American Bark
"P. J. CARLETON,"
Amsbury, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 3rd August, 1882. [545]

FOR NEW YORK.
THE 3/3 L. I. American Barque
"MABEL,"
Snow, Master, will load here for the above Port,
and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 11th August, 1882. [560]

FOR NEW YORK.
THE 3/3 L. I. American Ship
"PAUL JONES,"
Getfish, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 11th August, 1882. [561]

FOR NEW YORK.
THE 3/3 L. I. American Ship
"SEA WITCH,"
Drow, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 19th August, 1882. [577]

FOR NEW YORK.
THE 3/3 L. I. American Bark
"SARAH S. RIDGWAY,"
Townsend, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 14th September, 1882. [628]

Mails.

**OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.**
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"ARABIC,"
will be despatched for San Francisco, via Yokohama,
on THURSDAY, the 28th September, at
NOON. To be followed by the Steamship
"OCEANIC" on WEDNESDAY, the 11th
October, at NOON.

Connection being made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

RETURN PASSAGES.—Passengers, who
have paid full fare, re-embarking at San Fran-
cisco for China or Japan (or vice versa) within
six months, will be allowed a discount of 20 per
cent. from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be
made from Return Fare. Pre-Paid Return
Passage Orders, available for one year, will be
issued at a Discount of 25 per cent. from Return
Fare. These allowances do not apply to through
fares from China and Japan to Europe.

Consular Invoices to accompany Overland,
Mexican, Central, and South American Cargo,
should be sent to the Company's Office, ad-
dressed to the Collector of Customs, San Fran-
cisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 304, Queen's Road Central.

F. E. FOSTER,
Agent.
Hongkong, 4th September, 1882. [199]

Intimations.

A. S. WATSON & CO.
SUMMER REQUISITES.

PRICKLY HEAT LOTION.

CARBOLIC SOAPS.

BATH BRUSHES AND GLOVES.

CARBOLIC DISINFECTANTS.

S E L T Z O G E N E S.

EYE PROTECTORS.

E A R P L U G S.

FOR USE IN BATHING.

FRUIT SYRUPS.

VIN-SANTÉ.

FELLOW'S SYRUP.

OSGOOD'S INDIAN CHOLAGOUE,
&c., &c., &c.A. S. WATSON & Co.,
CHEMISTS, DRUGGISTSAND
AERATED WATERS
MANUFACTURERS.HONGKONG DISPENSARY,
HONGKONG.
ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 16, 1882.

It would appear by latest news from Tonquin that the Chinese movement, so frequently referred to in these columns since the capture and temporary occupation of the citadel of Hanoi by the French, is gradually developing into an armed occupation of Annam, which may possibly, nay, is almost certain to give a *casus belli* to France. Shortly after what was termed the French invasion a large fleet of Chinese gunboats, with a goodly number of soldiers on board, was despatched by His Excellency the Viceroy of Canton, doubtless acting under instructions from the Imperial Government—to watch the course of events in Tonquin; and we had, at the time we announced this movement, good reasons for believing that any attempt of the French troops to permanently occupy the country would meet with resistance from the Chinese, and war would probably have ensued. The half-hearted measures of the French, after the capture of Hanoi, averted this trouble, and affairs were allowed to settle down quietly into something like their normal condition. This was China's advantage, and the far seeing Celestials have taken every possible advantage of their opportunity. For months past the Chinese troops from the Two Kwang, strengthened by powerful reinforcements from the north, have been quietly massed on the frontiers of Tonquin; on the old pretext of keeping down piracy, and holding in check the notorious Black Flag marauders; and now that the Korean difficulty appears to have been satisfactorily adjusted, leaving China at liberty to deal with her southern vassal, decisive action seems to have been taken and the Chinese troops are reported to have entered Annam.

So far as we can learn a powerful Chinese contingent is already in Hanoi, and as the Annamese are not in a position to offer any resistance to the invaders, it is incumbent, we should imagine, on the French Government to make their avowed protectorate of the kingdom of Annam something resembling a reality. And we have little doubt that the great European Republic will act decisively in the matter. There is no understanding, but a small force of French troops in Annam at the present time, but this can be remedied in a few days by prompt action on the part of the Saigon authorities. It must not be imagined that the somewhat equivocal conduct of France with relation to Egyptian affairs, can be safely taken to

indicate her probable policy, in regard to the difficulties raised by the armed occupation of Annam by the Chinese. There are all sufficient reasons—which must be apparent to every intelligent student of European politics and the present situation—why France has temporarily taken a back seat in the settlement of the pretensions of ARABI PASHA, and his master the SULTAN, in Egypt; and although it must be admitted that she has bungled and blundered in a rather undignified fashion, a prudent policy, under all circumstances, especially considering the danger of a general European war, was to our way of thinking, a wise decision on the part of the French Government. But as there is no German-Austro-Italian combination to be considered in Annam, there can be little doubt that the Chinese troops, in Tonquin will very quickly have the alternative offered them of leaving the country peaceably, or being driven out at the point of the French bayonets. The splendid soldiers of the French Republic will quickly make short work of the badly armed, undisciplined rabble, which is dignified by the name of the Chinese army.

DEALING with the recent expedition of the Hillsdale Rowing Club representatives to England, the well known New York journal, *Harper's Weekly* of July 29th is responsible for the following extraordinary production:—

"It is doing John Bull, in his capacity of sporting man, and possibly in various other capacities as well, no injustice to say that he is fond of what is called a sure thing. Sometimes, to be sure, he miscalculates, as in the case of the Transvaal Boers, but his purpose is generally manly. The history of international rowing in England illustrates this propensity of Bull, which is vividly exhibited in the latest episode of that history—the treatment of the Hillsdale crew.

Before American oarsmen had acquired the art of rowing, English oarsmen were as glad to see them as if they had been a helpless party of Afghans, or an Alexandrian mob under the guns of an impenetrable British ship. They were welcomed, and taken in, and beaten, and no questions were asked. Not until Columbia had shown that it had a better four than any college in England, were any questions raised as to the eligibility of American crews to English regattas. But from that moment the whole aspect of affairs underwent a sudden and radical change. Before the visit of Columbia, American eligibility had been eligibility for defeat; when it became evident that it might very probably mean eligibility for victory, the whole case was altered. It became necessary to institute a rigid examination into the social and aquatic status of oarsmen who, it was believed, could row objectionally fast.

This examination has been undertaken in respect of the Hillsdale crew, and it has been decided that they row too fast; or, as the British oarsmen prefer to put it, that they are not amateurs. This examination has been conducted in a very shabby, and we are pained to add, in a characteristically British way. The only decent ground which can be taken in such a matter is to follow the rule of the country the candidate comes from, whether it accords or not with the rule of the country in which he seeks to row. It is quite safe to assume that American amateurs are no more enamoured than English amateurs of rowing against professionals in disguise; and that they will not admit disguised professionals to amateur races. But to the governing body of the English amateurs (and a wonderful body it seems to be) the certificate of the American Amateurs' Association was not enough. They insisted on going behind the certificate, to inquire, not whether the oarsman, being an American, was an American amateur, but whether, if he had been an Englishman, he would have been an English amateur. But at least the English judges, or censors, or whatever they may be called, were within their rights. The Hillsdale crew, however, had, it seems, prepared themselves to withstand the British test, and they insist that they are amateurs according to the official definition of the British censorship. The British censors deny this claim, but they have not had the manliness to publish their objections in such a form that, if unsound, their objections can be shown to be unsound. They have simply declined to "take the responsibility" of asserting that the Hillsdale crew was an amateur crew. In other words, they have issued a dispensation from rowing the Hillsdale crew to every British crew that feared it might be beaten by the Hillsdale crew.

There can be no dispute that this is shabby; there can be no dispute that it is British. If the Hillsdale crew was thought in England a slow crew, it could have made many matches, even under the decision of the censors. It has not thus far succeeded in making one. It is not so satisfactory to receive a man's confession that you can beat him as it is to beat him; but such satisfaction as can be had by the former process the Hillsdale crew is entitled to enjoy. On the other hand, it seems to be less unsatisfactory to the British amateur mind to admit that a man can beat you than to be beaten by him. For practical purposes the English definition is that if an American oarsman rows fast he is a professional; if he rows slow, he is an amateur. American amateurs should therefore either stay away from England, or qualify themselves for English regattas by notorious lack of speed.

The above article strikingly corroborates the remarks we made in our leader of the 9th inst. re the extraordinary prejudices which exist on the American press with regard to anything in the shape of English sports. We need scarcely say that from beginning to end the article dealing with the Hillsdale crew in England, which we have borrowed from *Harper's Weekly*, is a tissue of contemptible misrepresentations. The actual facts of the case are precisely stated. Certain members of the Hillsdale Rowing Club form a crew,

and go over to England with the intention of entering for the various open races at the numerous amateur regattas held during the summer months. Their entry for Henley is refused, owing to the published conditions governing the regatta, although perfectly well known on both sides of the Atlantic, not having been complied with. The question was then raised as to whether the Hillsdale oarsmen were entitled to be classed as gentlemen amateurs, or not. The shady conduct of the Shoe-wac-ca-mette crew in 1878, and the scandalous behaviour of the Cornell crew last year, more than justified the Amateur Rowing Association in instituting searching inquiries as to the rights of the Hillsdale men to row against English amateurs. When it is remembered that the Shoe-wac-ca-mettes turned out to be neither gentlemen nor amateurs, and that the Cornells—who caused deliberate falsifications of their names to appear in American papers, besides accusing each other of selling certain races and every other conceivable meanness—although amateurs, were not gentlemen in any sense of the word, we think it will be conceded that some inquiry about the Hillsdale was justified. The result of the investigations of the Amateur Rowing Association took the form of the following resolution:—

"That taking into consideration the vagueness of the description of the several members composing the crew of the Hillsdale Rowing Club, in the declaration made by them, the committee of the Amateur Rowing Association do not feel justified in recognising them as a crew of amateurs in accordance with the English definition of the term, and consequently they cannot, without further evidence, undertake to advise the acceptance of a challenge from the Hillsdale crew, in the event of such a challenge being made." Which was carried unanimously by the committee whose names are:—Rev. R. W. Risley, O.U.A.C. (chairman); E. Lambert, president C.U.B.C.; B. Horton, captain I.R.C.; C. Gordon, captain K.R.C.; F. Canton, captain T.R.C.; R. H. Labat, D.U.R.C.; F. Fenner, L.R.C.; J. Le Blanc-Smith, L.R.C.; J. Hastie T.R.C.; J. Catly, T.R.C.; C. Chatteris, hon. sec.

The decision practically debarred the Hillsdale from carrying out their programme, as no amateur rowing club dared to accept their entry; and it of course led to a great deal of newspaper warfare, the Americans, whose claims, although perhaps not quite up to the English amateur standard appearing to most people to be sufficiently satisfactory to answer all reasonable requirements, obtaining general sympathy. Personally we consider that the high-handed action of the Amateur Rowing Association—which practically only represents two clubs, the London and Thames—was quite uncalled for. A self constituted body like this has no right whatever to dictate to the rowing clubs of England who they shall, or shall not row, to the detriment of that manly feeling, and courtesy of which as a sporting people we have so much reason to be proud. As soon as it was shown that the Hillsdale were amateurs—gentlemen or no gentlemen—the interdiction should have been removed, and they ought to have been invited to enter for all regattas, as well as for the usual international contest against a picked crew. A well known sporting paper, commenting on this business, says:—"The worst part of all this is that the bad work serves not one good purpose. Everybody who has seen the Hillsdale row feels sure that a fairly good club crew could beat them easily; while our best, producible four would lose them after a minute or two's rowing." And yet *Harper's Weekly* tells its readers that the entry of the American crew was refused solely because they were so far superior to English oarsmen, that John Bull was afraid of being defeated.

How English amateur oarsmen have received the Hillsdale may be gathered from a telegram, dated August 11th, which states that the Americans intended taking a short trip on the Continent, and starting for Philadelphia on August 23rd if they could secure passages. A meeting of gentlemen interested in rowing was held in Anderson's Hotel, Fleet street, on the evening of the 11th. About 150 persons, including members of the Thames Club and about a dozen other rowing associations were present. Resolutions were unanimously passed expressing sympathy with the Hillsdale crew, and protesting against the act of the self-elected rowing association, and declaring that it should be reconsidered. A cable despatch which had been received by Mr. Chatteris, Secretary of the English Amateur Rowing Association, from the Yale Boat Club, declaring the Hillsdale a *bona fide* amateur club, whom the University would have no objection to, was read amid great applause. We are hoping that the Hillsdale would meet a representative English crew prior to their departure for home; but we fear that such a satisfactory solution of the question of relative superiority could hardly be arranged. A section of English amateur sportsmen may possibly be guilty of what we consider contemptible conduct; but they are certainly not mean enough to avoid meeting Americans, or the representatives of any other nation, fairly and openly, lest they should meet defeat. As we previously stated, the American press, like the American people, has done great things; but they have yet something to learn from the so-called effete mother country.

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & S. S. Co.'s steamer *Oceanic*, with the succeeding American mail, left San Francisco on the 31st August, and is due here on or about the 30th instant.

STEAMERS EXPECTED.

The D. D. R. steamer *Bellona*, from Hamburg, left Singapore on the 13th instant, and may be expected here on or about the 19th.

"THAMES-STREET INDUSTRIES," by Percy Russell. This illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GORNEILL & Co., London. [ADVT.]

TELEGRAMS.

LONDON, 14th September.

THE WAR IN EGYPT.

RETREAT OF THE EGYPTIANS.

The Egyptian Army is thoroughly demoralised, and is retreating rapidly towards the desert with the British cavalry in close pursuit.

THE ESTIMATED LOSSES.

The loss sustained by the Egyptians in the Tel-el-kebir engagement is estimated at about 2,000 men; killed and wounded. The British lost 200 men.

THE TURKISH MILITARY CONVENTION.

It is now stated that the announcement of the Turkish Military Convention having been signed was premature.

RESULT OF THE ST. LEGER.

Lord Falmouth's br. f. Dutch Oven, by Dutch Skater—Candibire.....(F. Archer) 1
Lord Stamford's br. f. Geheimnis, by Rosicrucian—Nameless.....(T. Cannon) 2
Duke of Westminster's ch. f. Sholover, by Hermit—Stray Shot.....(C. Wood) 3

LOCAL AND GENERAL.

THE type-setting machines lately tried in the London Times office are said to be a failure. And so the jovial compositors have got another lease of their occupation.

THE *Anjer Head* undocked at Kowloon this morning, the *Ensign* filling the vacancy. The steamer *Pasig* came off the Patent Slip at Kowloon to-day. The *Arabie* will go into the Cosmopolitan Dock on Monday.

THE cases at the Police Court this morning were of the usual description—petty larcenies, selling fish outside the markets, and street gambling being the ruling elements. A rather peculiar assault case was on, with which we will deal at some length in our next issue.

THE "Tourists" will give their second performance at the Theatre-Royal, City Hall, this evening, commencing at nine o'clock. An entire change of programme has been announced. The "Tourists" are a clever and talented little party, and present two hours of a very elegant and amusing entertainment which will well repay those who patronize that form of show yclept "A Drawing Room entertainment." We hear the "Tourists" made a great hit in Canton in their two performances there, and hope their efforts this evening will be rewarded with a bumper house.

THE versatile and accomplished "Ouida's" last novel is entitled "In Maremma." It appears to have already achieved a surprising success, and has generally been most favorably criticised. A well known London critic remarks:—"It is the best story, in literary style and general treatment, yet written by this prolific author. It is as unlike any of her previous works as it can be, and yet there is a strange fascination in it. The whole tale is pitched in a very sober and low key, but this last production shows that Miss de la Ramée has lost none of her old skill; has rather gained in power and pathos. There are in it some of the most beautiful word-pictures ever penned by this accomplished writer; and 'In Maremma' proves that Ouida remains what she long has been—the Queen of story-tellers.

ACCORDING to the *L. and C. Express* the new Italian cruiser *Amerigo Vesputi* is of the following dimensions: Length, 78 metres; breadth, 7 metres 8; displacement, 2,533 tons; present weight, 1,060 tons. She is entirely built of steel, and besides the eight compartments of her hold, has 20 cellular divisions between the iron-plated bridge below the water line and the bridge of the corridor above the water line, which is a notable peculiarity of the vessel, and offers the greatest protection possible to obtain in a ship which is not ironclad. The deck is entirely covered with an iron casing. The *Vesputi* will have eight steel boilers acting under a pressure of 42.3 atmospheres. The machines are 1,500-horse power. The screw will be of bronze and 5 metres 45 in diameter; the expected speed is from 16 to 17 marine miles an hour. She will carry 8 cannons of 15 centimetres calibre, two of 71 centimetres calibre, and two Nordenfled guns. She will have the full number of masts, of which the four principal will be plated with steel. Among the accessories will be two steam launches, one wheelboat and one longboat on the non-sinkable principle, two electric machines, and two distilleries.

THE Turkish proclamation declaring Arabi Pasha and all his adherents rebels is, says the *Alta*, a very laconic document and reads rather like the unwilling affirmation of a child who has done wrong and has to say it is sorry before it can get any dinner. Saying that Arabi is a rebel in order to keep Egypt does not in the least guarantee that the Porte has done this willingly; in fact, we all know that the reverse is the case, and this proclamation was made under very lively pressure indeed. However, it is satisfactory, because on the issuance or non-issuance of the proclamation hinged Turkey's future control of Egypt and possibly a general European war. There is presented, though, in the Egyptian difficulty, the curious spectacle of an ally forcing the sovereign power to act, in order that her territory might not be wrested from her. There is something almost ludicrous in the Sultan gravely scolding Arabi Bey "for having presumed to menace vessels belonging to old and tried friends of Turkey." If one looks back at the bombardment of Alexandria, Arabi's presumption and menace went a very little way toward saving that grand old historical city. And now it may be reasonably supposed that operations will shortly commence and be thorough and decisive. The Conference will take no notice of the Anglo-Turkish Convention, but confine itself to protecting the Suez Canal; neither will England insist on supremacy in military operations according to yesterday's despatches. The road is temporarily clear for the restoration of order in Egypt. How long it will continue so is quite another question in the event of possible complications arising.

It is said that the smallest sovereign in the world is the Emperor of China, who only measures four feet three inches in height. The Emperor of Germany is five feet ten.

WHAT, we should imagine, will be the fastest yacht in the world is being constructed at Bristol, R.I. for a gentleman of Port Huron. The builders have agreed that she must run 100 miles in five hours, or they will consider the contract cancelled. The estimated cost of this vessel is \$50,000.

A MAN named John K. Randolph, living near Pittsburg, believing that the Lord is soon to visit the earth with another flood, is building an ark after the pattern of the vessel of Noah. It is 228 feet in length by 48 in width, and will have a capacity of 100 tons. He looks for the flood by the middle of October. In the meantime he is making arrangements for the reception of as many representatives of the animal-kingdom as he can find, and is sending invitations to a great number of persons whom he wishes to save.

THE largest innings on record was made by the Orleans Club in a match played against the Rickling Green, C.C. on Friday and Saturday, 6th and 7th ulto. When the tenth wicket fell the score stood at 920, of which Mr. A. H. Trevor had contributed 338, Mr. G. F. Vernon 259, Mr. J. C. Partridge, 90, Mr. T. J. de Paravicini, 58, and Mr. D. G. Spiro, 50. The Rickling Green team were all disposed of for a total of 94 runs. The previous largest total for a single innings was, if we remember rightly, 775 made by New South Wales against Victoria, when Mr. W. L. Murdoch scored 301, Mr. T. W. Garrett 164 and Mr. S. Jones 109.

UNEASY rests the head of Oscar beneath the royal crown of Norway, and all because that monarch tries to be too much a king. By nature, of an overbearing disposition, he allows this trait to make itself offensively manifest to his Norwegian subjects. His recent speech from the throne to the Storting was full, from beginning to end, of the "*hoc volui, sic jubeo*," of the Roman Emperors. This is almost unendurable to the proud Norwegians, and many prominent men among them are openly discussing the feasibility of a national uprising against King Oscar and the union with Sweden, accompanied by the declaration of an independent Norwegian Republic.

It is reported that a couple of Russian engineers have brought torpedo boats to great practicality. One boat, which is only twelve to fifteen feet long, cigar-shaped, with a propeller worked by four men, and a supply of compressed air, goes under the water at any desired depth. Her normal balance is just below the surface, with only a glass hood above water for the lookout. He takes a sight and bearings, goes under the hostile ship, leaves a torpedo which sticks to the bottom, pays out an electric wire beyond range, touches it off, and the big ship is nowhere. The other does the same on a larger scale, being propelled by steam.

WE read that four second-class steam cruisers of steel which are now building for contract for Her Majesty's Navy are to be completed as follows:—*Leander* in October, *Arctura* in November, *Phaeton* in December, *Amphion* probably not till next summer. The new corvettes *Canada* and *Cordelia* are to be completed for sea in December; the *Activa*, which is undergoing a general refit, change of armament, and new boilers, in September; the *Opal* in October; the *Saphire*, which is having new boilers, in December. The following ships now figuring in the Navy List are absolutely condemned for service:—*Armour-clad, Erebus*; line-of-battle ships, *Howe*, *Victoria*, *Royal Albert*, *Donegal*, *Anson*, *Atlas*, *Defiance*, *Albion*, *Royal William*, *St. George*, and *Rodney*; frigates, *Bristol*, *Arcturion*, and *Galatea*; corvettes, *Pearl* and *Donna*; sloop, *Rinaldo*; gun-vessel, *Dart* (in commission); gunboats, *Earnest*, *Thrasher*, and *Hunter*; paddle-wheel vessels, *Spitfire* and *Salamander*. The following are reported as requiring general repair, and not likely to be worth such:—*Armour-clad, Black Prince* and *Resistance*; frigates, *Endymion*, *Glasgow*, *Newcastle*, *Undaunted*, *Immeritt*, *Topham*, and *Narcissus*; corvettes, *Sirius*, *Spartan*, and *Blanche*; sloop, *Vestal*; and *Daphne*; gun-vessels, *Myrmidon*, *Bulfinch*, *Swallow*, *Curlew*, *Lapwing*, *Vulture*, *Ring-dove*, and *Plover*.

A DESPATCH from Washington dated July 26th published in the *San Francisco Bulletin* of the 12th ulto. Says:—"The dispatches alleging that Mr. Denny, Consul-General to China is intriguing against Minister John Russell Young, are not credited here. They are believed to have had origin with Charles Miller, formerly of Maine, who for some years has been nursing an absurd claim of \$300,000 against China. During the Tai Ping rebellion some ten years ago, Miller owned a small vessel worth at the outside about \$10,000, which was taken by the Chinese authorities to transport troops in the rivers and inlets where light draught boats were needed. After a time the rebels captured this vessel and destroyed her. Miller put in a claim which he ran up to about thirty times the real value of the boat. Mr. Seward refused to aid him to press such a monstrous claim. Miller attempted to interest Denny in it and then returned to this country and went actively to work to secure the appointment of Denny as Minister. A letter of recommendation was secured from General Grant and Miller supposed this was quite a sufficient guarantee of success, and so he did not trouble either the President or the State Department very much with the matter. When the place was offered to Young the latter, knowing that Grant had recommended Denny, expressed a desire not to stand in the way of Denny or of Grant's wishes. He was then informed that Denny would not be nominated in any event. Young, therefore, at the request of the President, accepted the position. As Denny is well aware that Young had nothing to do with the failure to appoint him, it is not believed here that Denny has taken the course attributed to him in the late dispatches, and for reasons given, they are believed to be the work of Miller and his inflated claims.

A COURT of Enquiry into the loss of the steamship *Europe* was held at the Vice-Consulate, Foochow on the 12th instant. It was found that the vessel struck an unknown rock near Sharp Peak at the mouth of the Min, and afterwards became a total wreck. The Captain and Officers were exonerated from all blame, and had their certificates returned. The Court was composed of Vice-Consul Giles, the First and Navigating Lieutenants of H.M.S. *Encounter*, and Captain Walker of the British brig *Rio Loge*. Further particulars will be found in our Foochow correspondent's letter.

WE note that an attempt made by Mr. Kirby to raise the steamship *Mary Tatham*, which was wrecked on the Japanese coast whilst en route to America with coolies last Autumn, has unfortunately proved unsuccessful. The vessel was successfully pumped out, and floated, but immediately afterwards turned right over, and sank in deeper water than before. One life was lost in the attempt. We have not heard whether Mr. Kirby will have another trial or not, but should imagine that after once floating the vessel, he will not abandon the undertaking until success crowns his efforts.

THE shooting season has commenced, and so far as we can learn, the prospects of sport at the usual haunts are quite up to the average. Last week about 50 sportsmen patronised the paddy fields and valley adjacent to Castle Peak Bay where snipe were plentiful. One party of five bagged 55 brace, and we hear of one crack shot who scored 23 brace to his own credit. Other capital bags were recorded. Great preparations are being made for to-morrow, the greater number intending to patronise the Canton river. The heat was rather trying last week, but there is every appearance of a change for the better.

A RADICAL change, says a contemporary, will shortly have to be effected in the method of procedure in the House of Commons. Of late years a reprehensible practice has been brought into fashion of forcing Ministers to answer questions upon the most trivial subjects. The member for Mudcombe-in-the-Marsh now thinks nothing of retarding an important debate by inquiring whether the attention of the Home Secretary has been drawn to the fact that the bell-ringer of his parish was lately summoned for not paying his washing bill. Or again, Mr. Turco-Afghan Transvaal, M.P., is exceedingly anxious to know whether the Government intend to take any action on the sad outrage which was committed at Timbuctoo, when a Wesleyan missionary was charged an extra 2d. for shaving on account of the disturbed state of the country. To such lengths has the nefarious practice been carried that one day lately no fewer than one hundred and thirteen questions were put to Ministers before the actual business of the evening could commence. This cannot continue, and unless some change is made the House will have to sit the whole year round, with, say, a couple of hours' leave of absence for the Derby and two days (including Sunday) for grouse shooting in the Highlands. A remedy might be found for this unhappy state of affairs if an automaton, constructed after the Egyptian Hall pattern, were placed in the library of the House of Commons, to which all questions might be submitted. The purpose of the questioners would be equally well served, as in the majority of cases they are simply anxious to see their names in the local papers.

FOOCHOW.

[FROM OUR OWN CORRESPONDENT.]

FOOCHOW, 13th Sep. 1882.

I would have sent a few particulars about the wreck of the *Europe*; but thought, that, as the *Douglas* proceeded from the wreck to Hongkong, you would get the news before my letter could reach you; and therefore I waited until I could send you some farther details. The account given in your issue of the 8th inst. is a very fair one, excepting in one point, namely the reference to the rumour that the *Europe* had struck on the same rock that had caused the loss of the *Hongkong*. This rumour, as you are doubtless aware by this time, is incorrect. The *Hongkong* was lost in the Haktan Straits, and the *Europe* close to Woogo Island, about three miles from Sharp Peak, a distance of some 90 miles separating the two places.

After the departure of the *Douglas*, Chinese gunboat No. 14, *Shen Heng*, stood over to protect the wreck. At 10 a.m. Messrs. Jardine, Matheson & Co.'s launch in charge of Captain Saunders came alongside, and saved a portion of the cargo, such as "E.P. ware," cutlery, glassware, &c., and took them on board the Chinese gunboat. On the 7th inst. the *Europe* was towed by two cargo boats, and assisted by the chief officer saved an anchor, hawser, and sundry packages. The wind was blowing heavily on the 10th, so the Chinese gunboat came in to the river, bringing the Captain of the *Europe* to Foochow. The Mandarin's junk, stationed at Sharp Peak promised to prevent looting so far as they were able, if stormy weather did not prevent them.

Captain Bendall and his officers attended at the Vice-Consulate yesterday, when a Court of Inquiry into the loss of the vessel was held. The Court was composed of Vice-Consul Giles, the First Lieutenant of H.M.S. *Encounter*, and Captain Walker of the British brig *Rio Loge*. After hearing evidence the Court found that no blame attached either to the Captain or Officers for the loss of the steamer; that the Captain was perfectly justified in using the Channel; that the *Europe* struck on a rock not marked on the latest corrected charts; and that everything possible was done to save life and property. The Court accordingly returned Captain Bendall and his officers their certificates. The *Europe* is now a total wreck, and has been advertised to be sold by auction, with her cargo on the 10th instant. Since the affair with the *Europe*, which was made a raid on Messrs. Jardine, Matheson & Co.'s godown, we have had H.M.S. *Albatross*, *Porpoise*, *Arcturion*, and the *Encounter* in the Canton Anchorage. I also hear that the *Europe* is expected here shortly in the *Albatross*. This Foochow Marine Lodge, building a new ready, and I hear that an emergency meeting will be held on the 10th instant. This will be the first meeting held in the new building.

SHANGHAI.

A fire occurred in some Chinese houses adjoining the Horse Bazaar this morning, the 11th inst., but it was put out without the assistance of the Fire Brigade.

We are sorry to learn that Messrs. Boyd & Co.'s New Dock has to be closed temporarily to stop a leak in it.

We have been asked to state that Mr. J. C. Williams who lives on the French Concession has no connection with the man of the name of L. C. H. Williams who is "wanted" by H.B.M.'s Police Magistrate.

The water tower is being progressed with, and the brick and granite works are nearly completed. When this portion of the tower has been finished, the iron pillars and pipes will be put up. At present the basement is about eight feet high.

The sudden death of Constable J. Ferguson, makes a vacancy in the police force. Mr. Ferguson had been in the force only three years. Formerly he belonged to the River Police, and came to this country, we understand, with Inspector Howell, who now so ably fulfils the duty of River Police Inspector. We are sorry to say that the death arose from an epidemic disease in the settlement. He was only taken ill yesterday morning, and died last night. He was buried this afternoon with all the honours which are apparently due to the members of the police force.

There is a good deal of sickness in the Settlements just now, and consequently foreigners will do well to keep their bodies well clothed as the complaints which most frequently attack people during the month of September are caused in many instances from exposure of the body taking cold. All the Police Stations are provided with a bottle of Anti-Cholera Mixture which has repeatedly been found to be invaluable. We would recommend every one to have a bottle of this handy. Should a person be suddenly taken sick, he should take a dose of the mixture and then send for a doctor. A little precaution taken in the first instance, often prevents serious results. Foreigners should avoid drinking unboiled water, milk from native dairies, salads and any food that has not been thoroughly cooked. As a precaution, we think the Municipal Council might use the water carts to disinfect the streets of the settlements.—*Continued.*

THE CITY OF CAIRO.

A correspondent of the Indianapolis Journal thus describes the city of Cairo, which may at any moment come into as prominent public notice as Alexandria has been within the past few weeks.

Cairo (Arabic, Kahira), the capital city of Egypt, is the largest city in Africa and the second city in population in the Turkish Empire. The Khedive lives there, though he has palaces in other places. Its population is about 400,000. Old Cairo, founded by the Babylonians when Cambyces, the Persian, conquered Egypt, is now mostly ruins and lies alongside of modern Cairo. The latter was built by the Fatimite Khalifs. The planet Mars (in Arabic, Kahil) crossed the meridian at the time of founding—hence, Kahira, anglicised into Cairo.

Its history is a wonderful and eventful one—a record of battles, sieges, massacres, revolutions and revolts. In July, 1798, Napoleon, after the Battle of the Pyramids, occupied the city. Since 1811, when Mohammed Ali massacred the Mameluke Beys, the history of the city has been rather a peaceful one.

The city is on the right bank (as you descend) of the Nile, nine miles above the dividing of the Nile into its two great branches which form the delta—the Damietta and the Rosetta branches. The Rosetta branch enters the Mediterranean Sea just east of Alexandria; the Damietta just west of Port Said, which is the north end of the Suez Canal.

The Nile is about 3,000 miles long; at Cairo about 3,300 feet wide, before it divides, and the distance between the mouths of its principal branches, in a straight line, about 120 miles. Thus Cairo is about 100 miles from the sea, and at the south angle of the triangular delta, and the pyramids of Ghizah and Sakhara, and the Sphinx being near, help to make the city interesting. But without these it is one of the most interesting of cities, owing to its population of such various races, with their customs, costumes and dwellings; besides, it is the rendezvous of all the Europeans attracted by curiosity to the Nile and the wonderful ruins of ancient Egypt. Cairo is Mohammedan, and its architecture is characterized by minarets and domes. All other religions are simply disdainfully tolerated. Its population is composed principally of various shades of Moslems.

Not so well shaded as Indianapolis, the city presents a green and beautiful appearance in contrast with the bare white desert that approaches its environs on both sides. Small palm groves in it show their tree tops far above the roofs of the houses; lebbak trees line many of the drives and avenues; bayonet trees are seen in the brick-walled gardens—through the grates and gates, and the sun trees (*acacia nilotica*) and many others decorate the gardens. In the heart of modern Cairo there is a garden—the Ezbekiyah—twenty acres in extent, open to strangers for a trifling fee, which, under the circumstances, impresses the summer tourist at night as a suburb of Paradise. Walks, lakelets, bridges, boats, music, fairs, etc., under the various kinds of trees, amid grottoes, fountains, and with an Egyptian sky above, illuminated as it is on greater occasions, with 2,500 candles with lights and fairs, theatres and life entertainments, make a scene to be remembered. There are many other gardens about Cairo; but the bazaars in the native part of the city present a scene totally unlike those of Constantinople, and more picturesque and Oriental. One has a feeling of regret when he takes his last look at the scene, and thereafter must buy in a business-like European store. I know no more piquant day than one spent astride a three-foot-high donkey, crowding one's way through the men, camels, children, goats, women, cattle, porters, loaded horses, carriages, etc., following and crowded by turbaned Turks, nearly naked Egyptians, veiled women and unveiled (the fallen women rarely wear veils), baskets of figs on donkeys, and fruits on camels, asses and horses; soldiers, muleteers, shopkeepers, etc. The noise and confusion is always that of a riot, and the nerves of a stranger require a half hour to feel that they are not in the heart of a tremendous row.

The hour preceding dark is like the sacking of a city, for the heat of the day subsides it greatly. The carriage drivers go right through the jostling crowd, yelling and cracking their whips, and force a passage by the charge of their carriages, only not so fast, while buying and selling go on in the bazaars, at the doors, and all over the streets. You turn your back to buy a pipe, at a bazaar window, and as you wait to select one a half-naked fellow with a black goat's hairy skin full of water (with the skin of the legs distended and sticking out) crowds you to the next bazaar as he passes; and a camel has his ugly face to yours as you look up—just when a landau driver yells to you to look out or you will be run over, and the saucy black-eyed fellow-girls enjoy your look of disturbed dignity without restraint, laughing in your face.

The chief thoroughfare is the Maski, which extends from the Tombs of the Khalifs to the Ezbekiyah Garden. It would repay one for the trip to go blindfold and return, opening one's eyes only for a ride through it, for the first time. Bedouins are buying guns, Turks smoking and sipping coffee, Europeans sight-seeing and souvenir-buying, native Egyptians (fellah) leading and driving donkeys, asses and camels, soldiers marching or buying, Abyssinians and Nubians running, jostling, yelling, trading, goats being milked, melons peddled, grapes in baskets, raw cotton on men's heads and shoulders crowding through huge goods, boxes carried on a pole between two men by ropes, etc., all struggling to get divers ways through the crowd. The street is not over twenty feet wide, but full of zigzags, and narrower streets of shops lead out to it. The smaller streets are of a kind, but each devoted to the sale of some kind of goods—one for shoes, another for wool, the next attar of roses, and still another fruits, and so on.

You can step into a narrow passage to get out of the jam, and you enter a school room; another, and you are in a mosque where beards of all kinds, bareheaded, besleepered, are praying. The Moslems do their own praying and worshipping. A stranger (as in all mosques) pays a small fee for slippers to tread the mosque floor with. The rich Moslem wear constantly the finest of shoes, with fine leather soles which can be removed at the mosque door. Wherever a Mohammedan spreads a cloth to pray, the ground is holy, and he removes his shoes or overshoes, or if barefooted washes his feet; hence the fountains for the poor at the doors of all large mosques. In outward observances the Mohammedans are very faithful, praying at least five times a day, regularly, despite any business or strangers and without respect to locality. It is, to a European, slightly provoking, after a long ride, to conclude that you are about to finish a good bargain, when suddenly the seller gravely turns his face towards Mecca and begins his prayers, and lets you stand and wait or depart, but there is no help for it.

The tombs of the Khalifs and those of the Mamelukes, each being of a mosque of some peculiar construction, and no two among the hundreds alike, the ruins of old Cairo, with its Coptic church, the Boulak Museum, where now lie many of the former Kings and Queens of Egypt, 4,000 years hence the pyramids, the Sphinx, the Nile, and the sphinx, the site of the ancient city called Heliopolis, and the vast tombs and the palaces of this ancient people the Fawim Oasis, where was the ancient Labyrinth—all lying near Cairo—add each an additional attraction to a visit to this interesting city. The citadel is a strong fortress overlooking the city and inclosing the Alabaster Mosque—but is not as strong as it looks, being overlooked by the spur of one of the Mokattam Hills, and from which it could be made untenable by a modern battery. The real fight would be for the possession of the citadel. The Nile would make a good defense, but is too long a line. It will take a large or brave army to defend the city from an European attack.

Kafred Danar, where Arabi Pasha (Pasha is General; Bey, Colonel; Sheikh, Mayor; Kadi, Judge) is, is the first solid ground south of Alexandria where a good-sized army could camp, and, being at the junction of the canal and railway from Alexandria and Cairo, is where he will make a stand, probably, unless he retreats to Cairo. The Egyptian army can go no further than Cairo, for the cultivated valley of the Nile narrows to six or eight miles in breadth, where it would be difficult to support an army of any size, and to retreat beyond (south of) Cairo, where the railway from Suez (on the Red Sea) would have to be abandoned, would be to give up all of Egypt an invader would wish to hold.

This statement was in direct contradiction to Hsieh Chang's petition addressed to the Commissioner, to the rule printed on each boat note to the printed Customs regulations; to the notification in Chinese, under joint seal of the Swatow Superintendent and the Commissioner of Customs, posted for many years past in the examination shed, for the guidance of Chinese merchants; and to the practice of the port, no difference having ever been made between bulk and sundry cargo.

The guild's petition contained, besides, many incorrect statements which were equally easy to refute with their statement just referred to. Nevertheless, a few days later, the guild again addressed a petition to the Swatow Superintendent, for transmission to the high authorities, reproducing the same incorrect statements, with the addition of several others, one of which was a charge of robbery against the Customs Examiners and staff. These were accused of appropriating for their own use quantities of the goods passing through the shed for examination, an accusation, which, it is useless to say, was without foundation, as has since been publicly admitted.

The chief aim of this petition was to represent as a great hardship the requirement that merchants should bring their cargo-boats to the Customs Pier for examination (against strong tides and in stormy weather), and to ask for the abolition, where bulky cargo was concerned, of that rule, which the merchants persisted in representing as a new one. At the same time an printed document, appeared, in the form of a circular letter addressed by the Swatow merchants to the merchants of Hongkong, Shanghai, and other ports, stating that a petition had been addressed to the high authorities praying that bulky cargo shipped or discharged at Swatow should be exempted from coming to the Customs Pier for examination, and that the high authorities had decided that should no favourable reply be received before the 1st day of the 7th moon (26th July), the trade of the port should be stopped; i.e., the merchants at Hongkong, Shanghai, and other ports should send no more cargo to Swatow, and the merchants of Swatow should send no more cargo to them—that, consequently, from the first of the 5th moon (28th May) Swatow merchants must cease to charter either sailing vessels or steamers, and that all merchants must conform to the above determination.

This anonymous document, which also reproduced with nearly the same wording, some of the incorrect statements contained in the guild's petitions, was attributed by common report to the Swatow Guild; but as it amounted to nothing less than a conspiracy to stop trade, which constitutes a capital offence according to the law of China, it is no wonder that, later on, at the time of the inquiry made by the authorities, the guild denied having had anything to do with the document, and alleged that it was the work of a miscreant who had done it to injure them, and had since absconded.

In the meantime the action of the Customs was approved by the checking authorities, and early in July, the Vice Consul at Hongkong issued a proclamation in which it was stated that if merchants neglected in future to send their cargo-boats to the Customs Jetty for examination and release, the goods contained in the boats would be confiscated. Thus, instead of carrying their point, the guild had only succeeded in eliciting more stringent instructions from the high authorities.

After the receipt of this proclamation, the Swatow local authorities and Wei-yuens specially appointed by the Taotai held meetings almost daily with the managers and chief members of the guild, with a view to prevent the stopping of the trade. But these efforts were of no avail, and on the 27th July our Import and Export trade ceased; in conformity with the injunctions of the circular letter sent to the other ports. After that date, the few vessels that visited the port came and departed empty, with the exception of two steamers that dared to disobey the dictates of the circular letter; but the cargo they brought had to be kept in the agents' godowns for many days, as consignees would not apply for it at the Customs for fear of being "boy-cotted," or at least heavily fined by the guild. For people here persisted, rightly or wrongly, in believing the guild to be the author of the circular letter.

Some anxiety was felt lest an outbreak should occur among the coolies and cargo-boaters, of whom there were 2,000 or more thus left without means of subsistence, and troops were therefore sent to Swatow in readiness for such an emergency.

This state of things lasted up to the 10th August, during which time not a single shipment was made by Chinese merchants, although some sugar then in godown was shipped to Hongkong by Foreign merchants. The total duties received at the Customs office during these 15 days amounted to only HK. 715, 50c, whereas during the preceding 15 days they had been HK. 715, 49c. This was probably the result aimed at by the authors of the conspiracy to stop the trade, whoever they were. They seem to have been under the impression that by stopping the Customs Revenue—"boy-cotting" the Customs—they would carry their point—a way of dealing which the Swatow Guild has successfully employed in several instances against Foreign and Native merchants who would not obey its dictates. The conspirators appear to have entirely lost sight of the consequences of such a policy would have upon the general business of the port, but they soon found out that these were of a ruinous character, and they were probably much pleased when, after a few days, the guild sent word to the other ports to send cargo again. The first application by Chinese to export cargo was received on the 11th August. On the 16th three steamers arrived with cargo, and the Chinese merchants applied for it and paid duty as usual. Trade was thus reopened; but it remained slack for many weeks after, owing to want of confidence; for several failures had taken place, and the credit of many firms had been severely shaken. I have been told that the losses upon the cargoes brought by some 35 steamers arriving here in July and August averaged between \$4,000 and \$5,000 each steamer.

I am happy to state, however, that this trouble is now a thing of the past, and that trade has fairly recovered from the injurious effects wrought thereby.

The result of the inquiry made into this case by the Prefect of Chiao-chow-fu was approved by the Governor-General and made public in a notification, which is to the following effect:—

"1.—The Swatow Guild has denied having written the circular note, and is pronounced not guilty of the conspiracy to stop trade, created by which it is to be found out and punished according to law. But as the three administrators of the guild, Lu, Lin, and Yang, have been found guilty of irregularities and mismanagement, they are to be expelled from the guild and prohibited from ever being employed by it again; Lu, besides, having been banished from the prefecture; and Hsieh Chang having been beaten.

"2.—Concerning the petition of the guild that bulky cargo should be exempted from coming to the pier for examination, it need not be further entertained, as the Commissioner of Customs has replied that according to the Swatow regulations facilities may be granted in special cases.

"3.—As concerns the accusations brought by Hsieh Chang and other merchants against the Customs Examiners, it has been found that they are without foundation; the merchants, in their parsimonious spirit having mistaken the collection of samples for a robbery."—Shanghai Courier.

THE LATE INTERFERENCE WITH TRADE AT SWATOW.

From time to time fragmentary items of news were published in the newspapers respecting the interference with the trade at Swatow in the autumn of last year, arising from the action of some of the leading Chinese merchants there, but no full or official account of the difficulty was made public, prior to the publication, a few days ago, of Mr. Huber's report on the trade of Swatow for 1881. Mr. Huber's position, as Commissioner of Customs, enables him to write with the best information at his disposal, and the following account from his pen of a difficulty that seriously interfered with the trade of Swatow, Chiofoo and Newchwang, has an importance that will cause it to be read with more than ordinary interest.

In the month of May 1881, the Customs rule by which all cargo-boats must repair to the Customs Pier to have their contents examined and released was grossly infringed; almost simultaneously, by three Chinese merchants, members of the Swatow Guild, trading under the respective home name of Hsieh Chang, Yung Lung Yuan and Kwang Yi Yü. Without special permission they sent inland a number of cargo-boats, supposed to contain Rice, Beans, Beanscake, Samshu, etc., as declared in their applications to land, and without bringing them to the Customs for examination and release. It was therefore impossible for the Customs to know the quantity and nature of these goods.

Being old established merchants at Swatow, they could not plead ignorance of the rule, which rule, besides, is printed in Chinese and English on every boat-note handed by the Customs officer on board the vessel concerned (or in his absence by the mate) to every cargo-boat when, after having been loaded, it leaves the importing vessel. Nor did these offenders attempt to plead ignorance, as Hsieh Chang sent in a petition stating that he could not be held responsible for a breach of regulations committed by the owners of the cargo-boats, thus pretending to be unaware that the only party responsible to the Customs is the applicant for the goods. The two other merchants said that the act complained of had been committed to avoid the necessity of keeping their goods over Sunday before they could be examined and released, and that they had sent the goods inland at once—a statement which, on reference to the dates of issue of the boat-notes, proved incorrect, for it was found that most of the cargo-boats left the importing vessels on Monday and Tuesday.

As it was a very serious offence, considering the large quantity and value of the goods involved, I inflicted a fine of HK. 100 in each case. The fine was paid by Yung Lung Yuan and Kwang Yi Yü, but Hsieh Chang firmly refused to pay it; consequently I waived my decision as far as he was concerned, and referred the case to the Deputy Superintendent of Customs. It was then decided that a fine of HK. 500 should be inflicted, as being more adequate to the offence, and this fine was paid by Hsieh Chang into the hands of the Deputy Superintendent. The Swatow Guild was greatly incensed at the fines inflicted upon three of its members, and protested in a petition addressed to the Superintendent. This petition stated that no Customs rule had been infringed, inasmuch as for the last 10 years, the rule had been that only the first cargo-boat was to come to the pier for examination, the remainder being released direct from the importing vessel.

This statement was in direct contradiction to Hsieh Chang's petition addressed to the Commissioner, to the rule printed on each boat note to the printed Customs regulations; to the notification in Chinese, under joint seal of the Swatow Superintendent and the Commissioner of Customs, posted for many years past in the examination shed, for the guidance of Chinese merchants; and to the practice of the port, no difference having ever been made between bulk and sundry cargo.

The guild's petition contained, besides, many incorrect statements which were equally easy to refute with their statement just referred to. Nevertheless, a few days later, the guild again addressed a petition to the Swatow Superintendent, for transmission to the high authorities, reproducing the same incorrect statements, with the addition of several others, one of which was a charge of robbery against the Customs Examiners and staff. These were accused of appropriating for their own use quantities of the goods passing through the shed for examination, an accusation, which, it is useless to say, was without foundation, as has since been publicly admitted.

The chief aim of this petition was to represent as a great hardship the requirement that merchants should bring their cargo-boats to the Customs Pier for examination (against strong tides and in stormy weather), and to ask for the abolition, where bulky cargo was concerned, of that rule, which the merchants persisted in representing as a new one. At the same time an printed document, appeared, in the form of a circular letter addressed by the Swatow merchants to the merchants of Hongkong, Shanghai, and other ports, stating that a petition had been addressed to the high authorities praying that bulky cargo shipped or discharged at Swatow should be exempted from coming to the Customs Pier for examination, and that the high authorities had decided that should no favourable reply be received before the 1st day of the 7th moon (26th July), the trade of the port should be stopped; i.e., the merchants at Hongkong, Shanghai, and other ports should send no more cargo to Swatow, and the merchants of Swatow should send no more cargo to them—that, consequently, from the first of the 5th moon (28th May) Swatow merchants must cease to charter either sailing vessels or steamers, and that all merchants must conform to the above determination.

This anonymous document, which also reproduced with nearly the same wording, some of the incorrect statements contained in the guild's petitions, was attributed by common report to the Swatow Guild; but as it amounted to nothing less than a conspiracy to stop trade, which constitutes a capital offence according to the law of China, it is no wonder that, later on, at the time of the inquiry made by the authorities, the guild denied having had anything to do with the document, and alleged that it was the work of a miscreant who had done it to injure them, and had since absconded.

In the meantime the action of the Customs was approved by the checking authorities, and early in July, the Vice Consul at Hongkong issued a proclamation in which it was stated that if merchants neglected in future to send their cargo-boats to the Customs Jetty for examination and release, the goods contained in the boats would be confiscated. Thus, instead of carrying their point, the guild had only succeeded in eliciting more stringent instructions from the high authorities.

After the receipt of this proclamation, the Swatow local authorities and Wei-yuens specially appointed by the Taotai held meetings almost daily with the managers and chief members of the guild, with a view to prevent the stopping of the trade. But these efforts were of no avail, and on the 27th July our Import and Export trade ceased; in conformity with the injunctions of the circular letter sent to the other ports. After that date, the few vessels that visited the port came and departed empty, with the exception of two steamers that dared to disobey the dictates of the circular letter; but the cargo they brought had to be kept in the agents' godowns for many days, as consignees would not apply for it at the Customs for fear of being "boy-cotted," or at least heavily fined by the guild. For people here persisted, rightly or wrongly, in believing the guild to be the author of the circular letter.

Some anxiety was felt lest an outbreak should occur among the coolies and cargo-boaters, of whom there were 2,000 or more thus left without means of subsistence, and troops were therefore sent to Swatow in readiness for such an emergency.

This state of things lasted up to the 10th August, during which time not a single shipment was made by Chinese merchants, although some sugar then in godown was shipped to Hongkong by Foreign merchants. The total duties received at the Customs office during these 15 days amounted to only HK. 715, 50c, whereas during the preceding 15 days they had been HK. 715, 49c. This was probably the result aimed at by the authors of the conspiracy to stop the trade, whoever they were. They seem to have been under the impression that by stopping the Customs Revenue—"boy-cotting" the Customs—they would carry their point—a way of dealing which the Swatow Guild has successfully employed in several instances against Foreign and Native merchants who would not obey its dictates. The conspirators appear to have entirely lost sight of the consequences of such a policy would have upon the general business of the port, but they soon found out that these were of a ruinous character, and they were probably much pleased when, after a few days, the guild sent word to the other ports to send cargo again. The first application by Chinese to export cargo was received on the 11th August. On the 16th three steamers arrived with cargo, and the Chinese merchants applied for it and paid duty as usual. Trade was thus reopened; but it remained slack for many weeks after, owing to want of confidence; for several failures had taken place, and the credit of many firms had been severely shaken. I have been told that the losses upon the cargoes brought by some 35 steamers arriving here in July and August averaged between \$4,000 and \$5,000 each steamer.

I am happy to state, however, that this trouble is now a thing of the past, and that trade has fairly recovered from the injurious effects wrought thereby.

The result of the inquiry made into this case by the Prefect of Chiao-chow-fu was approved by the Governor-General and made public in a notification, which is to the following effect:—

"1.—The Swatow Guild has denied having written the circular note, and is pronounced not guilty of the conspiracy to stop trade, created by which it is to be found out and punished according to law. But as the three administrators of the guild, Lu, Lin, and Yang, have been found guilty of irregularities and mismanagement, they are to be expelled from the guild and prohibited from ever being employed by it again; Lu, besides, having been banished from the prefecture; and Hsieh Chang having been beaten.

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To-day's Advertisements.

THEATRE ROYAL CITY HALL, HONGKONG.

A HIT, A HIT, A PALPABLE HIT.

INSTANTANEOUS SUCCESS OF THE TOURISTS

IN THEIR UNIQUE VAUDEVILLE DRAWING ROOM ENTERTAINMENT.

THE ABOVE COMPANY WILL GIVE THEIR FINAL PERFORMANCE THIS (SATURDAY) EVENING,

SEPTEMBER 16TH, When will be presented AN ENTIRE CHANGE OF PROGRAMME.

PRICES OF ADMISSION:—\$2.00 and \$1.00. Soldiers and Sailors in uniform Half-price.

Reserved Seats and plan to be seen at Messrs. KELLY & WALSH'S, where Tickets can be obtained.

Doors open at 8.30. Performance at 9 sharp. ED. GLOVER, Business Manager.

Hongkong, 14th September, 1882. [618]

FOR MANILA (DIRECT). "EMU,"

Ortuzar Master, will be despatched as above, on WEDNESDAY NEXT, the 20th instant, at FIVE O'CLOCK P.M.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, 16th September, 1882. [629]

Intimations.

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILER LONG FLAX CROWN ARNOLD, KARBURG & Co.

Hongkong, 15th June, 1881. [458]

SAM HING, (STULTZ).

MERCHANT TAILOR AND OUTFITTER, HAT AND CAP MAKER.

IMPORTER of every description of Gentlemen's Scarves, Collars, Ties, Socks, Umbrellas, Hats, &c. Dealer in Chinese Silks of all kinds; Bamboo Blinds and Matting. Special attention given to the Tailoring Department. A perfect fit and best workmanship guaranteed. Cretonnes and Chintzes for Dresses in all the newest patterns.

No. 49, AND 51, QUEEN'S ROAD CENTRAL, Hongkong, 1st May, 1882. [302]

THE PATENT TYPE FOUNDRY COMPANY,

31, RED LION SQUARE, HOLBORN, W.C., LONDON.

SHANKS, REVELL, & Co., PROPRIETORS, NEWSPAPER, BOOK, MUSIC, & GENERAL TYPE FOUNDRERS.

Sole Proprietors of JOHNSON and ATKINSON'S Automatic Machinery for Casting and Finishing Printing Type, and Manufacturers of JOHNSON'S Patent Hard Metal, patented April 5th, 1854.

Estimates for Newspaper, Book, and Jobbing Plant at specially reduced rates.

All kinds of Printing Machines, Presses, Paper, and everything connected with Printing Business supplied on most reasonable terms.

SPECIAL AGENT FOR CHINA, JAPAN, AND THE FAR EAST, ROBERT FRASER-SMITH,

No. 6, PEDDAR'S HILL, HONGKONG, Hongkong, 4th February, 1882. [88]

W A H L O O N G, ESTABLISHED 1855.

GOLD AND SILVER SMITH AND JEWELLER.

DEALER IN PONGEE Silk Dresses, Crape Shawls, Gauzes, Ivory, and Lacquered Ware, Matting, &c. &c. Porcelain, Fans, Curios, Bristles, Human Hair, and specially selected Feathers always on hand at Moderate Prices, quality guaranteed.

No. 60, QUEEN'S ROAD CENTRAL, HONGKONG, Hongkong, 2nd June, 1882. [399]

W I N G T Y L O O N G.

HAS FOR SALE.

PRIME Mess Pork and Beef, 200 lbs. in Barrel. Boiled and Roast Beef and Mutton, Bacon, Codfish, Cracked Wheat, Hominy, fresh white and red Beans, Assorted Fruits and Soups, Ham Sausages, Salmon Bellies, Mackerell, Sheep's Tongues, Choice Tripe, Caviar, Clam Chowder, Lobsters, Oysters, Corn Meal, and every description of O'Brien's stores at moderate prices.

No. 39, HING LOONG STREET, Hongkong, 1st May, 1882. [299]

IMPORTANT NOTICE.

In deference to the wishes of a large number of subscribers we have determined on and after MONDAY, July 24th to issue the "HONGKONG TELEGRAPH" SPECIAL ADVERTISEMENT SHEET at NOON instead of as at present. Several important alterations will also be made in the get-up of the sheet. In addition to the usual shipping information all the interesting items of late news, such as telegrams, local occurrences, &c., will be published. A special report of share and other important business up to 11.30 A.M. will appear daily in the SPECIAL ADVERTISEMENT SHEET. Advertisements for the morning sheet, which are inserted without extra charge, must be handed in not later than 11 A.M. THE SPECIAL ADVERTISEMENT SHEET is issued GRATIS to all the Mercantile and Shipping Houses, Chinese, Hong, and places of public resort, and is the Best and Cheapest Advertising Medium in the Colony.

"HONGKONG TELEGRAPH" OFFICE, 6, PEDDAR'S HILL, Hongkong, 22nd July, 1882.

Intimations.

C H I E N A M.

GOLD AND SILVERSMITH, WATCH MAKER

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WATCHES CLEANED AND REPAIRED

ON MODERATE TERMS: ALL WORK GUARANTEED. JEWELRY MADE AND REPAIRED.

No. 72, WELLINGTON STREET, HONGKONG. Hongkong, 6th April, 1882. [214]

T O K K E E. COAL MERCHANT, 18, WING SING LANE, HONGKONG.

KEEPS on hand for Sale all kinds of STEAM COAL of the best quality, at moderate rates; also has always Powerful Steam Launches for Hire at a Reasonable Charge, either for special Purposes, Excursions, or Towing.

Hongkong, 13th April, 1882. [234]

S Z H I N G. TAILOR.

DEALER in all kinds of Drapery, Silk Handkerchiefs, Embroidered Shawls, &c. &c. Ladies material made up, and a perfect Fit Guaranteed at Moderate Charges. MATTING AND MANILA CIGARS, FOR SALE.

No. 76, WELLINGTON STREET, HONGKONG, Hongkong, 12th April, 1882. [228]

HONGKONG RACES, 1882.

NOW READY, PRICE 25c. A COMPLETE REPORT OF THE HONGKONG RACE MEETING OF 1882.

IN PAMPHLET FORM, REPRINTED FROM THE "HONGKONG TELEGRAPH" As only a limited number will be printed, orders should be sent without delay to the "HONGKONG TELEGRAPH" OFFICE, No. 6, PEDDAR'S HILL, Hongkong, 4th March, 1882.

NOTICE.

THE Undersigned has all kinds of House and Ship COAL for Sale in large or small quantities at Moderate Prices. Strong and Commodious small steamers on hire for towing purposes, Excursions, &c., &c. CHEAPER than any other House in the Trade.

Apply to HING LEE, 37, Tung Man Lane, Hongkong, 12th April, 1882. [227]

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MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Matting of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialty, a perfect fit and best material guaranteed.

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